

AUTOMOBILE NEWS

Thrills Cost Owner Large Sum of Money

Many Millionaires Spend Thousands to Send Car Into Speed Events—Dario Resta Earns \$39,000 in Four Months—The Largest Paid Admission to a Sporting Event Has Been to Speedway Race—Cornfields Purchased to Make Speedway

To spend \$50,000 before you find out whether your car can compete in the race is not what one would call an economical sport. One New York millionaire says: "I realize it is an extravagant sport, but it is in my blood. I am trying to get a young driver from Europe and a European car." If this New Yorker succeeds it will cost him more than \$50,000, just because "it is in his blood."

Two years ago this same sportsman bought a car, paid all the preparatory expenses that required months of hard work, which entailed a cost greater than the salary of the President of the United States, and then sat on an upturned oil can for six hours in the broiling sun and was sufficiently repaid to see his car cross the tape—the winner for 500 miles' racing. The driver got all the prize money.

Such is the cost and the sportsmanship of the men who participate in this sport for kings. Incidentally the drivers—those who survive and win in their gamble of shaking dice with death—make the Wall-street gamblers pale by comparison.

Dario Resta Paid High. Take one Dario Resta, who came to America last year from Europe. His earnings in four months totaled \$39,000. To annex this much of perfectly good made-in-U.S.A. money, D. Resta traveled 1700 miles. Figuring Resta drove at the rate of 50 to 100 miles an hour, every mile that he traveled was worth \$22.94 for him. He has received \$1746 an hour, or about \$29.10 a minute.

Does John D. Rockefeller's fortune increase at such a rate as this? His annual dividends from the Standard Oil mint are estimated at \$10,000,000. At this rate there is a difference of \$604 between his hourly income and that of Resta.

Glancing over our shoulder at what, historically speaking, was only yesterday, the first automobile race in the world was held in 1895 in Chicago. Spectators strolled leisurely alongside the competing cars, joking, encouraging or ridiculing the drivers. Today the largest paid admission to any sporting event in the history of the world has been to a speedway race. Needless to say, not one of these spectators could have been bribed to step upon the track where the roaring

steel mounts were at their devilish play.

In 1908 four Indianapolis businessmen were having a midnight lunch under the spreading maples at the Indiana State Fairgrounds. Before them, on a mile dirt track, a car was puffing and struggling along in desperate efforts to negotiate a 24-hour endurance race. That night these four men dreamed a dream. At sun-up they rode to the outskirts of the city, where the Hoosier farmers were starting their day's plowing.

Told in tabloid, they bought these peaceful cornfields, braved the criticism of their friends, defied fate and invested hundreds of thousands of dollars into perfectly good, fertile fields and metamorphosed said fields into America's finest speedway in time for America's first speedway race in 1909. Even then to think of 75 miles an hour was to be classed as a fanatic, or at least a radical. Today 110 miles an hour! Well, such speed is only a stepping stone to what the dare-devils at the wheel hope to attain.

Many cities have followed the example set near the center of population. New York, Chicago and Minneapolis are three conspicuous additions to the speedway sport. Nine tracks were in operation last year. Twelve different races were seen on these speedways, in which the monetary reward was \$291,000.

Many other cities have their speedways on paper. For thrill engendering, spectacular and sensational one-day shows the speedway race dwarfs all other amusements or sports. No other can claim such homage from its devotees.

HERE IS THE REAL JOHN THE JUNK MAN

Joseph Rubin, a junk dealer and resident of Sterling, Ill., has constructed a motor car out of parts of used cars sold to him as junk and he now makes his rounds in the contrivance. The length is but six feet and the width three feet. The engine is at the rear, being bolted to the axle. Buggy springs support the body.

BUT, OFFICER, I KNOW HOW FAST THIS CAR MOVED

Motorcycle Policeman States That They All Try to Pull Old Gag; Need Speedometers

"The most annoying offenders in connection with automobile speeding are those who persist in driving their cars without speedometers," avers a motorcycle policeman.

"Of course, our machines are all equipped with accurate magnetic speedometers, but that doesn't make any difference to the offending driver. If we catch him going 35 miles an hour and point to our speedometers as verification of the charge we make against him, he often has the nerve to say that because he is accustomed to driving a car he can estimate the time he is making without using any mechanical device."

"However, the court now backs us up and if our speedometer shows he was going 35 miles an hour the charge we make is upheld."

"Any experienced automobile driver, who will tell the truth, knows that it is impossible for him to regulate his speed limit without the aid of some mechanical timing device. There is nothing more deceptive, from the standpoint of speed, than automobile riding."

"For example, get into a light, poorly constructed machine and tune her up to the limit and you will have the same sensations as one who is traveling 40 or 50 miles an hour, when, as a matter of fact, you were not making more than 25 miles an hour."

"Then step into a heavy, high-powered car, with perfect construction as far as the parts are concerned, and you can make 40 miles an hour without realizing that you are going faster than 25."

"I think the time will come when the law will make it compulsory for everyone to equip his car with a speedometer. When that comes the speeding offenses will be cut in half. There is an excuse for any owner not having one of those things now."

"The price is low and there are firms which manufacture speedometers especially for small light cars like the Ford, Saxon and Chevrolet."

SOUTH AMERICA OFFERS GREAT OPPORTUNITY FOR AUTO DEALERS

That the motor car is finding its way into the remote sections of South America, and that the great Southern continent will eventually offer an immense territory for the automobile manufacturer to take into consideration and to cultivate is brought out in an article by William A. Reid in the May number of the Bulletin of the Pan-American Union, Washington, D. C. Even in those countries where good roads are scarce the automobile is becoming a necessity for industrial purposes, for in many places it is beginning to demonstrate its value in the transportation of freight and passengers where railroads are impracticable or too expensive to build. In this connection Mr. Reid writes:

"In the barren nitrate section of Chile, where the cart and mule have long done faithful service, one finds today a number of automobiles. During a recent journey through the nitrate fields several machines were placed at the writer's disposal and they did excellent service over some of the most trying trails to be encountered in any country. Furthermore, it was learned that eight motor trucks are to be given a trial in the handling of nitrate. The two-mule team and cart in general use at present cost about \$700. Small locomotives, costing several thousand dollars, may eventually be replaced by the motor truck if it proves its practical utility. The truck, costing from \$2000 to \$3000, may prove itself more economical than the old system; the clearing and building of a cheap road for the truck will certainly be less expensive than the laying of railway tracks for the locomotives and dump cars. At any rate, the experiment is well worth watching by those interested in the sale of commercial cars; for should

THE REFUGE.

Life may be filled with all woes that there are,
Destiny trample and plunder me;
I can forget when I have my good car,
Humming contentedly under me.
What if the plans and the schemes I hold dear
Fate's only waiting to mar again!
Sun's in the sky and I'm glad that I'm here,
Back at the wheel of my car again.

Whirl of the tires over pavement or clay,
Wonderful vistas unraveling,
Song of the motors that bear me away,
Traveling, traveling, traveling,
These drown the thoughts of my woes for a time,
Drive all my troubles afar again;
Fate cannot frighten nor daunt me when I'm
Back at the wheel of my car again.

Ah, but it's good to be out of the throng,
Far from the multitudes scurrying;
Good to be buoyantly breezing along,
Out of the fret and the worry-
ing;
Good to be here where the soul can be free,
Free of each wound and each scar again.
This is the life! Oh, it's bully to be
Back at the wheel of the car again!

—Bert Braley in The Motorist Magazine.

FORD OUTPUT 51,739 CARS IN ONE MONTH

The Ford Motor Company's output for the month of April was 51,739 cars as compared with 46,510 in April, 1915. According to the figures given, the company has now turned out about 370,000 cars since last August.

WHEN WHEELS WON'T ALIGN. If the two front wheels do not run exactly parallel, one of them is always subject to drag or a diagonal grind which soon wears down the tread excessively.

TOURISTS MUST WATCH BATTERY, SAYS P. M. SMOOT

Over-Heated Battery One of Worst Things That Can Happen, Says Local Authority

In a bit of information handed out to car owners by P. M. Smoot of Smoot & Steinhauser, local agents for the Willard Storage Battery Company, special attention was called to over-heated batteries.

An over-heated battery is one of the worst things that can happen to a car owner because it may incapacitate his entire electrical system. It is well, therefore, for tourists to observe closely the condition of their storage battery before starting on a tour, as well as to test it occasionally en route.

Over-heating may be caused by several things. Two of the most common causes are lack of water or over-charging from the generator.

A battery kept full of pure distilled water is not nearly so apt to become over-heated as one in which the solution has been allowed to reach a level lower than the top of the plates. When these plates are exposed to the air the oxidation which goes on bulges and warps them, causing short circuits and considerable damage to the entire battery. This often results in the entire starting, lighting and ignition system being put out of condition.

Before starting on a trip, the generator should be adjusted to supply the battery with the proper amount of current at high speed, inasmuch as the driving is generally faster when touring. If the generator is not furnishing current properly, it should not

HOW 4000 MOTORS HELPED TO SAVE VERDUN THIS YEAR

Further reference to the importance and the extensive use made of motor cars in the war is contained in H. Warner Allen's report of the operations around Verdun. He says:

"Long before the assault on Verdun the French high command was aware that the railway between Verdun and Ste. Mennehoult through the Argonne would, in case of an attack, be cut by the German heavy guns, and that it would need to be supplemented by a motor transport system."

"Early in February, therefore, a special commission was constituted

to be experimented with, but examined by someone who is competent to make the proper adjustment. Only a thorough electrician should be given a job of this kind, and for that reason the Willard company insists that their service stations be conducted only by experts who thoroughly understand electrical systems from start to finish."

"At noon on February 22—the day after the battle began—this organization was first put to the test. Within four hours the road was free of all horse-drawn traffic, and has been so since."

Members of Troop V, Boy Scouts, are asked to come to the regular weekly meeting at 7:30 tonight in full uniform, including staves. A baseball team is to be selected.

MAGNETIC VULCANIZER

Saves Time and Money!

This is the handiest and quickest method of repairing punctures on the road. Vulcanized patch can be put on inner tube in 5 minutes. The MAGNETIC VULCANIZER is always ready for use. Carry it in the tool box.

Auto Supply Co.

Nuuanu, corner Pauahi

Phone 1349

WE announce that Smoot & Steinhauser, Ltd., has been selected distributor for Hawaii of Willard Storage Batteries

Standard equipment for over 85% of electrically equipped cars.

After carefully looking over the ground, this firm has been chosen as the most logical one in the Territory, partly because their ideal of service is the same as that of the Willard Storage Battery Company, and consequently most likely to give the benefits of a full-fledged Willard Service Station. They will be equipped with recharging facilities and rental batteries for your convenience.

Don't trust your lighting and starting to irresponsible people but get acquainted immediately with Smoot & Steinhauser, Ltd., corner Merchant and Alakea streets. Telephone 1324. Honolulu.

Willard

two signs to look for



Save Half the Fuel Cost

The high price of gasoline may influence some truck dealers to advocate the use of distillate in their trucks—but the fact remains that the Moreland is the only truck in the world that is built to operate on distillate. Regardless of whether gasoline is up or down—the Moreland Truck cuts fuel bills in half, the year round. It gets as much power and as much mileage out of a gallon of distillate at 10¢ as other trucks do out of a gallon of gasoline at 22¢. A thousand Pacific Coast owners are boosters for

MORELAND
Worm Drive Distillate Trucks

1-1½-2-4 TONS

Royal Hawaiian Garage,
LIMITED.

Agents for the Territory of Hawaii

GIBNEY

Solid Motor Truck Tires

THE VON HAMM-YOUNG CO.
Distributors

Honolulu

Hilo